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CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY 25X1A *F-284*

COUNTRY Germany SECURITY INFORMATION REPORT NO.

TOPIC Erfurt-Findersleben Airfield

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 10 March to 4 April 1953 25X1C

DATE OBTAINED DATE PREPARED 6 May 1953

REFERENCES 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one photograph,

REMARKS _____

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1. From 10 March to 4 April 1953, air activity was relatively light at Erfurt-Findersleben airfield. On 20 March, source observed for the first time 24 jet fighters parked in the southern portion of the installation. Two biplanes and a single-engine low-wing monoplane were also seen there.

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Jet planes made local individual training flights in fair weather. Landings and take-offs were made from runway mats.¹

2. Near trigonometrical point 254 to the east of the field, source observed a PKV-45 DF station and 50 to 60 meters south of it a radio installation with one mast. There was no change in the status of the radio installation south of the Findersleben-Erfurt highway. Source observed 4 x 37-mm guns at the AA emplacement. Truck were seen at the field.

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3. Air activity observed at the field from 17 March through 1 April included:

17 March. In the afternoon, a MiG-15 towing an air sleeve was seen aloft.

18 March, 19 and 21 March. From 11:30 a.m. to 4:30 p.m., firing at a white sleeve target towed by a MiG-15 was practiced. The tow plane flew circles south of the town at an altitude of 1,000 to 2,000 meters. The sleeve was 10 meters long and 1 meter in diameter and was attached to a rope about 60 meters long. The attacking planes approached from the rear in such a way that they were at the altitude of the target when they were about 1,500 meters distant from it and fired five to eight rounds from a distance of about 400 meters. Subsequently, they turned to the right. Source observed that the tow plane took off and landed with attached sleeve target.

24 March. From 11:30 a.m. to 5 p.m., individual MiG-15s made local training flights. They took off at intervals of about five minutes, climbed to an altitude of 5,000 meters and then came down in a glide to land in the middle of the landing field.

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50° 59' N 10° 58' E.

3 mi W of Erfurt - just NE of Findersleben

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25 March. At 10 a.m., a DC-3 landed. A MiG-15 was observed practicing aerobatics. After noon, flying in formations of two and four was practiced.

26 March. No air activity was observed except for a DC-3 which landed about 10 p.m.

27 March. From 10 a.m. to 5 p.m., air activity was observed as on 24 March. Firing at towed air sleeves was also practiced.

28 and 29 March. Air activity followed the usual pattern.

30 March and 1 April. No air activity was observed.

Source stated that the landings and formation flights observed at the field indicated a high level of training reached by the pilots involved. No scramble take-offs have been observed to date. The planes always touched ground near the landing T and had a short stopping distance. On 19 March, source observed 14 MiG-15s parked in the southeastern corner of the installation. Three disassembled MiG-15s were seen further to the west. All the MiG-15s parked at the field were fitted with auxiliary fuel tanks under the wings.¹

4. Tents covering an area 15 meters square were seen at the south side of the field near the three disassembled MiG-15s. The assembly of one of these planes had apparently been completed, while the two others were still being assembled. The tail assembly was mounted by means of a hoisting tackle on a tripod. The joint between the front and rear sections of the fuselage was about 1.5 meters forward of the root of the rudder assembly. The fuselage of a MiG-15 was also seen at the installation. It rested on its landing gear but was covered by tarpaulin. No aircraft crates were observed. The assembly work near the tents was being done by about 12 men.
5. Motor vehicles regularly seen at the take-off point during air activity included a trailer looking like a caravan; the vehicle was about 30 meters long and had a veranda-like attachment; a similar vehicle somewhat smaller with three windows; a radio truck; six tank trucks and two jeeps.
6. On 19 March, source observed three additional tanks with a capacity of 50,000 liters each on wooden supports 50 meters south of the fuel dump. Aiming practices were observed at the AA gun emplacement. Prior to 22 March, the fence at the north side of the installation was nearing completion. The guarding of the landing field had become stricter. Two dug-in sentry stations were observed at the northern edge of the installation. In late October 1952, source made photographs of the field from the steeple of Bindersleben church.²
7. From 2 to 5 p.m. on 31 March, no air activity was observed at the field. The ceiling was rather low. Source observed six MiG-15s parked near the flight control station. A total of 18 aircraft revetments the inner walls of which were reinforced by stones were seen at the southern edge of the field. Radio installations available at the installation included a low frequency approach beacon, a PKV-45 DF station in the eastern extension of the runway and a radio truck mounting a Fus-II north of the command house. The number of fuel tanks observed at the fuel dump in the eastern

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portion of the field had increased from five to nine. The tanks rested on concrete bases; and soldiers with red-bordered black epaulets and three 37-mm guns were seen at the AAA emplacement. It appeared that the air force unit was mainly quartered in the buildings south of the Pindersleben-Erfurt highway, while the buildings north of this highway quartered AAA soldiers.

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1. Comment. It was reported previously that additional MiG-15s had landed on 8 March at Erfurt-Pindersleben airfield where an alert flight of the fighter division in Merseburg had been stationed prior to that date. According to a reliable source, the new MiG-15s belonged to a regiment of the fighter division from Grossenheim. It is unknown, why there planes moved to the field.

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2. Comment. For panoramic photograph of the field, see Annex. The transmission of the photograph was delayed, because the negatives had to be obtained.

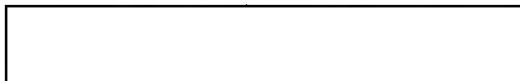
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3. Comment. It appears that on 30 March only the alert flight was stationed at the field. According to a reliable source, the additional MiG-15s which arrived on 8 March had again left for their home stations.

Attachments: Photograph of Airfield (Air-6, Army-3, OCT-1, OCD/BR -2)



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GERMANY THURINGEN ERFURT (NR) 51 00 N 11 02 E
ERFURT-BINDERSLEBEN AIRFIELD. 3 MILES WEST OF ERFURT, JUST NORTHEAST OF BINDERSLEBEN. PART
25X1 OF 2 SEE [REDACTED] 1953. SECRET/US OFFICIALS ONLY [REDACTED]
[REDACTED] 25X1A

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GERMANY THURINGEN ERFURT (NR) 51 00 N 11 02 E
ERFURT-BINDERSLEBEN AIRFIELD. 3 MILES WEST OF ERFURT, JUST NORTHEAST OF
25X1 BINDERSLEBEN. PART 2 OF 2. [REDACTED] 1953. SECRET/US OFFICIALS ONLY [REDACTED]
[REDACTED] 25X1A

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GERMANY THURINGEN ERFURT (NR) 51 00 N 11 02 E

ERFURT-BINDERSLEBEN AIRFIELD. 3 MILES WEST OF ERFURT, JUST NORTHEAST OF
BINDERSLEBEN. PART 2 OF 2. [REDACTED] 1953. SECRET/US OFFICIALS ONLY

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GERMANY THURINGEN ERFURT (NR) 51 00 N 11 02 E
ERFURT-BINDERSLEBEN AIRFIELD. 3 MILES WEST OF ERFURT, JUST NORTHEAST OF BINDERSLEBEN. PART
OF 2.

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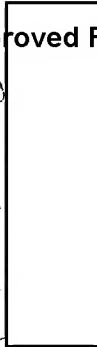
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